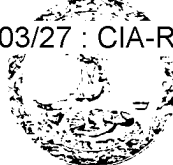


DONALD E. KEITH  
DIVISION ADMINISTRATOR

Approved For Release 2008/03/27 : CIA-RDP89-00244R000200400038-0



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## COMMONWEALTH of VIRGINIA

1981 DEC 28 PM 12:13

DEPARTMENT OF HIGHWAYS &amp; TRANSPORTATION

1221 EAST BROAD STREET  
RICHMOND, 23219

NCPC

December 18, 1981

Mr. Reginald W. Griffith  
Executive Director  
National Capital Planning Commission  
1325 G Street N.W.  
Washington, D.C. 20576

Re: National Capital Region  
Transportation Plan  
CIA Master Plan and Environmental  
Assessment  
NCPC File No. MP91

Dear Mr. Griffith:

The VDH&T has reviewed the CIA Master Plan and Environmental Assessment. Historic traffic data for the area around Langley have also been researched. The following comments and/or conclusions are reached by this review:

1. Staggered work hours do not appear to be very effectively implemented by the CIA at this time.
2. The assumption that there will be no increase in base traffic on Route 123, Route 193 and the George Washington Parkway over the next five years doesn't seem to be realistic. The review of historic traffic data for the area reflects that there has been a reduction of up to 15% of the daily traffic flow on Route 123 in this area since 1976. This would lead to a higher percentage reduction during peak hours. Further investigation of this reduction shows that this traffic is being diverted to routes such as 309 through Fairfax and Arlington Counties as a result of either National Park Service or DC DOT construction projects. The maintenance replacement bridge work on the George Washington Parkway and Chain Bridge has substantially impacted current traffic on Route 123. It is our belief that this traffic will return to its previous routing once this construction work is completed. Therefore, the assumption of no growth in base traffic substantially renders this Master Plan and Environmental Assessment deficient.

LEO E. BUSSEY, III  
DEPUTY COMMISSIONER & CHIEF ENGINEER  
J. M. WRAY, JR.  
DIRECTOR OF ADMINISTRATION  
J. M. WRAY, JR.  
DIRECTOR OF OPERATIONS  
W. L. BRITTLE, JR.  
DIRECTOR OF ENGINEERING  
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DIRECTOR OF PLANNING  
H. W. WORRALL  
DIRECTOR OF FINANCIAL AFFAIRS

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Arlington, Va. 22204

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3. The five year forecast period for this project doesn't seem to be realistic since the implementation of this expansion does not appear at any level in the National Capital Region Federal Capital Improvements Program. This is another point which would render this impact document highly deficient.
4. The distribution of trips to the George Washington Parkway gate as presented in this document is substantially different from that shown by counts taken in the month of January for the George Washington Parkway. It is our understanding that the relationship between the existing distribution of traffic between gates and the use of zip codes for gate distribution has not been verified for the base year. Each of these reasons, differential traffic data and unsupported distribution procedures, would again render this document and analysis deficient.
5. The per-lane capacity used in this traffic analysis doesn't seem to be consistent with the facilities to which it is related. One lane of a two-lane facility does not normally carry more traffic than one lane of a multi-lane facility. We do not believe that the parkway functions at the level of a freeway, although, we do agree that it is an access-controlled facility. It is believed that this is another element that would make this analysis somewhat questionable.
6. It is noted that traffic data were collected for this analysis in the months of July and August, which do not represent typical commuter patterns.
7. It must be pointed out that circular #A-118 from the Executive Office of the President, Office of Management and Budget (OMB), which is more than 24 months old, sets forth criteria for the number of spaces which should be allocated to single-occupancy vehicle. It is quite obvious that the CIA at Langley and three of the four other Virginia sites has chosen to ignore the direction set forth in the circular. Therefore, this Agency would have no reason to take seriously any indication that an extensive ridesharing program is to be implemented.

8. It is also noted that the mode split to transit, except for the one CIA office located near the Metro station, is substantially lower than work trips to other employees similarly located in the Region.

Route 123 has been recognized by the Virginia Department of Highways and Transportation for a number of years as a facility which has substantial congestion problems during peak commuter hours. The recent construction on corridor facilities by the Park Service and DC DOT has temporarily improved the congestion problem near Langley. However, as previously indicated we believe the congestion problem will again surface and that the implementation of one million additional square feet of office space at this intersection can only aggravate and accelerate future problems at this location. We can only reach a conclusion that the implementation of this Master Plan will substantially impact VDH&T's facilities in this area and that the document developed for the CIA is substantially incomplete in addressing realistic traffic patterns for this area.

In order to overcome traffic problems created by the CIA expansion, the following roadway improvements are needed:

Reconstruct southbound Route 123 generally between NBL Route 193 and Merchants Lane and provide overpasses at northbound Route 193 and at the main CIA entrance and exit, and reconstruct the entrance from southbound Route 193, all of which should permit a smooth flow of traffic to and from the CIA complex.

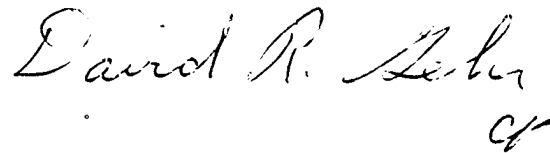
Widen the existing eastbound ramp from northbound Route 193 to southbound Route 123 to provide two-way operation and separate left turns at intersections. In conjunction with this, a northbound left turn lane should be added on Route 123 at the Potomac School Road intersection. This should divert significant traffic from the main CIA entrance as well as accommodate vehicles presently u-turning at this location.

Provide a left turn lane on northbound Route 193 at the FHWA entrance to further divert traffic from the main CIA entrance.

A schematic drawing is provided to describe better the above recommendations. A sketch plan cost for this improvement is approximately \$2 million. The Department looks to the federal government for a package proposal for the implementation of this master plan which includes the transportation improvements concurrent with the addition of this one million square feet of office space. Without the transportation improvements, the Department must suggest that any additional development at this location be denied.

If I can be of any further assistance, please do not hesitate to contact me.

Very truly yours,

A handwritten signature in cursive script, reading "David R. Gehr". The signature is written in dark ink and is positioned above the typed name. There is a small mark below the signature that appears to be a checkmark or a stylized "G".

David R. Gehr  
Assistant Division Administrator

cc: Mr. R. C. Lockwood  
Mr. J. R. Nesselrodt  
Mr. H. C. Epperly  
Mr. K. E. Wilkinson  
Mr. D. E. Keith

